Date: 2/11/2026

To: Interested Person

From: Tanya Paglia, Land Use Services
503-865-6518 / Tanya.Paglia@portlandoregon.gov

NOTICE OF A TYPE II DECISION IN YOUR NEIGHBORHOOD

Portland Permitting & Development has approved a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision and responses to any public comments are included in the version located on the PP&D website https://www.portland.gov/ppd/zoning-land-use/news/notices. Enter the land use case file number in the keyword search. If you disagree with the decision, you can appeal. Information on how to appeal the decision is included at the end of this decision.

CASE FILE NUMBER: LU 25-094494 AD – ALASKA AIRLINES PDX HANGAR

GENERAL INFORMATION

Applicant: Bradley Vaughan | Faster Permits
2000 SW 1st Ave #420 | Portland, OR 97201
Bradley@Fasterpermits.Com | 503-880-3530

Tenant/Renter: David Long | Alaska Air Group Inc
19300 International Blvd (Seapz) | Seattle, WA 98118
David.Long@Alaskaair.Com | 773-226-1860

Owner: Port of Portland
6 Sylvan Way | Parsippany, NJ 07054-3826

Owner: Port of Portland
PO BOX 3529 | Portland, OR 97208-3529

Contact Person: Mallory Van Goethem | MCG Explore Design
421 W 1st Ave., Ste 300 | Anchorage, Ak 99501
Malloryvangoethem@Exploredesign.Com | 907-802-1730

Site Address: 7646 NE AIRTRANS WAY

Legal Description: TL 100 383.25 ACRES SEE SUB ACCTS R522631 (R942070954) & R672196 (R942070956) & R711098 (R942071390), SECTION 07 1N 2E; TL 900 25.70 ACRES, SECTION 07 1N 2E
Tax Account No.: R942070950, R942070990, R942071340, R942071350
State ID No.: 1N2E07 00100, 1N2E07 00900, 1N2E07 00112, 1N2E07 00904
Quarter Section: 2236,2034,2035,2036,2134,2135,2136,2235
Neighborhood: NONE
Business District: Columbia Corridor Association, contact Corky Collier at corky@cca.works
District Coalition: District 1 CNEN, contact at alisons@cnncoalition.org

Plan District: Portland International Airport - Airport Subdistrictc
Zoning: **IG2h, k, x** – General Industrial 2 base zone and Aircraft Landing over zone (h), Prime Industrial overlay zone (k), and Portland International Airport Noise Impact overlay zone (x)
Case Type: **AD** – Adjustment Review
Procedure: **Type II**, an administrative decision with appeal to the %Appeal Body%.

Proposal:
The applicant requests Adjustment Review approval for four Adjustments to zoning code standards to accommodate a proposed airplane maintenance hangar at Portland International Airport (PDX) airport, including:

- Adjustment to Zoning Code Section 33.140.215 /Table 140-2 to reduce the minimum 25-foot building setback of the base zone to 19.70' feet from building face to lot line.
- Adjustment to Zoning Code Section 33.266.200 / Table 266-6 to reduce the minimum long-term bicycle parking requirements from 43 to 15 spaces.
- Adjustment to Zoning Code Section 33.140.235 to eliminate the requirement for mechanical equipment located on the ground to be screened from the street for the at-grade Portland Water Bureau (PWB) backflow assembly equipment proposed between the building and the street lot line.
- Adjustment to Zoning Code Section 33.140.275.C.1 to allow fencing that is taller than 8' high and more than 50% sight-obscuring within the street building setback, including within 10 feet of a street lot line.

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the approval criteria of Title 33, the Portland Zoning Code. Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. of Section 33.805.040, Adjustment Approval Criteria, have been met.

The Portland Zoning Code is available online at https://www.portland.gov/code/33.

ANALYSIS

Site and Vicinity: The Portland International Airport is a unique and multi-faceted land use that is subject to a complex hierarchy of federal, state and local regulations. The Port of Portland operates the Portland International Airport under a Conditional Use Master Plan, approved via case file LU 02-146814 CUMS CU AD and amended three times via case files LU 06-124501 CUMS, LU 06-124492 CUMS, and LU 04-021898 CUMS. It is the largest Conditional Use Master Plan Boundary in the City of Portland and has the most complex assembly of uses of any site within the city. For a complete site and vicinity description, refer to the approved Conditional Use Master Plan, case file LU 02-146814, which describes all lands within the approved master plan boundary in detail, Exhibit G - 4.

The land within the approved Master Plan Boundary is comprised of almost 3,000 acres, or nearly 5 square miles. Generally bounded on the north by the Columbia River and on the south by the Columbia Slough and NE Cornfoot Road, the Master Plan Boundary area stretches from I-205 at its most easterly reach, to beyond NE 33rd Avenue at its most westerly point.

Within the Master Plan Boundary are a variety of structures, development, and uses, located in the following ten Activity Sectors: Airfield, Passenger Terminal Complex, North Airport Way, South Cargo Area, Air Trans Center, Military base, Southwest Quadrant, Northwest Quadrant, Waterfront and a few parcels that are Undeveloped and vacant.

For purposes of this review, because the proposal is specific and limited to a project within the Air Trans Center, this Sector is considered the site, and the description is as follows:

> This Activity Center is approximately 122 acres in area and is located between NE Cornfoot Road and the cross-wind runway to the west and the main runway to the

north. To the east is the Military Base. This Activity Sector is the heart of the airport's cargo operations and is developed with approximately 11 buildings leased to air transportation-related companies, such as Federal Express, DHL, Boeing, UPS, Primeflight Cargo Services, Hanjin Global Logistics, Ameriflight, STG Logistics, and Horizon Air maintenance facilities. This sector has close proximity to the Airfield and has direct access via multiple taxiways. Due to this location this sector is reserved for direct airside and airport–support facilities.

The vicinity relative to the approved Master Plan Boundary: The Portland International Airport is located entirely within the City of Portland, bordered by the Columbia River to the north, I-205 to the east, the Columbia Slough and NE Cornfoot Road to the south and NE 33rd Avenue to the west. The Airport [PDX] is located in the heart of the Columbia Corridor and in the middle of the City's largest industrially-zoned area. In general, abutting properties to the site are also industrially zoned, with a few exceptions as noted below.

Adjacent to the Airport are four golf courses, generally to the south and west of the site, as well as a concentration of office, hotel, retail and light industrial uses along NE airport Way east of I-205. Southeast of the Airport is the Cascade Station/Portland International Center Plan District, comprising approximately 200 acres designated for office, hotel, retail and similar uses. Although immediately adjacent to the Airport site, the CS/PIC is a separate Plan District and is not within the Master Plan Boundary. Immediately south of the Airport, between NE Cornfoot Road and Columbia Boulevard are parcels zoned IG2. The only exceptions to properties in close proximity south of the Airport that are not industrially zoned are the CS/PIC Plan District, as previously noted, a small area of residentially zoned lots directly south of the Oregon Air National Guard complex [these lots are zoned RF and R20, and all have a Comprehensive Plan designation of Industrial Sanctuary], and two areas of Open Space zoning, one near NE Cornfoot and west of 42nd Avenue, and the other near NE Cornfoot and NE Alderwood.

To the north of the Airport is the Columbia River with a number of islands in proximity. To the northwest, Hayden and Tomahawk Islands contain a mix of industrial and commercial, single- and multi-family residential uses, and some undeveloped areas. The island, west of the Burlington Northern Railroad tracks, is vacant. Six undeveloped islands are found to the northeast and east of PDX. These islands include Lemon, Tri Club, Government, and McGuire Islands on the Oregon side, and Ackerman (previously known as Sand) and Lady Islands on the Washington side. Across the Columbia River, in the state of Washington is the City of Vancouver and unincorporated portions of Clark County. Significant development and land uses across the Columbia and to the east of Interstate 5 include Pearson Airfield, Fort Vancouver National Historic Site, Clark College, and Vancouver Central and Marine Parks. Further east are unincorporated portions of Clark County that are mainly developed in single-family residential uses or are undeveloped. Some commercial and multi-family residential uses also exist in this area.

Directly to the east of the Airport is Interstate 205 and a portion of the Cascade Station Portland International Center. Immediately east of I-205 are properties zoned EG2. To the west of the Master Plan Boundary, across NE 33rd are parcels zoned IG2, further to the west is the Columbia Edgewater Country Club, zoned OS, and residential development to the south of the Edgewater Club, in the R20 zone. These residential properties are approximately four-tenths of a mile [2,315 feet] from the westerly extent of the Master Plan Boundary of the airport.

Zoning: The General Industrial 2 (IG2) zone is one of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zone provides areas where most industrial uses may locate, while other uses are restricted to prevent potential conflicts and to preserve land for industry. The intent is to promote viable and attractive industrial areas. IG2 areas generally have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverage and buildings which are usually set back from the street. Minimum lot area is between 10,000 and 20,000 square feet.

The Aircraft Landing Zone "h" overlay provides safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures, vegetation, and construction equipment.

The Portland International Airport Noise Impact Zone "x" overlay reduces the impact of aircraft noise on development within the noise impact area surrounding Portland International Airport. The zone achieves this by limiting residential densities and by requiring noise insulation, noise disclosure statements, and noise easements.

The Prime Industrial Overlay Zone "k" is to be applied to all land designated as Prime Industrial in the Comprehensive Plan except for land that is zoned Open Space. The purposes of the Prime Industrial overlay zone are to protect land that has been identified in the Comprehensive Plan as Prime Industrial, and to prioritize these areas for long-term retention. Prime Industrial Land is suited for traded-sector and supportive industries and possesses characteristics that are difficult to replace in the region. In Portland, Prime Industrial land consists of the Portland Harbor, Columbia Corridor, and Brooklyn Yard industrial districts. These freight-hub districts include Oregon's largest seaport, rail hub, and airport. Existing and potential multimodal freight access in these districts support interregional transport, exporting industries, and associated industrial businesses and activities. The regulations protect these areas by preventing, or requiring an off-set for, conversion of the land to another zone or use that would reduce industrial development capacity.

The Portland International Airport Plan District provides flexibility to the Port of Portland—owner of PDX—to address a constantly changing aviation industry, while addressing the broader community impacts of operating an airport in an urban context. The regulations of this plan district protect significant identified environmental resources consistent with the requirements of airport operations, while maintaining or enhancing the capacity of public and private infrastructure within and serving the district. Additionally, the regulations protect significant archaeological features of the area.

Land Use History: The land use history for the Airport is extensive and spans a number of years. For a full description of the prior land use cases up to 2002, please refer to the approved Conditional Use Master Plan (LU 02-146814 CUMS AD).

Land use history that has transpired since approval of the 2003 Conditional Use Master Plan includes three land use reviews:

- LU 06-124501 CUMS – Amendments to Conditional Use Master Plan (CUMS) approval to amend the 2003 PDX Conditional Use Master Plan to add a Port of Portland Headquarters Office in the Passenger Activity Sector of the airport, containing up to 300,000 gross square feet.
- LU 06-124492 CUMS – Amendments to Conditional Use Master Plan (CUMS) approval to amend the phasing of the development of the approved number of parking spaces in the 2003 PDX Conditional Use Master Plan. Approval to re-allocate the previously approved 4,400 spaces between the Parking Structure 2 (P-2) and Parking Structure 3 (P-3) buildings. The 2003 master plan approved a 2,400-space parking structure (P-2) and a 2,000-space parking structure (P-3), and the amendment allows P-2 to be larger than the 2,400 spaces originally allocated, with P-3 being smaller.
- LU 04-021898 CUMS – Approval of a minor amendment to the approved Portland International Airport Conditional Use Master Plan to remove six parcels from within the approved Master Plan Boundary.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed 12/31/2026. The following five Bureaus, Divisions and/or Sections responded with no objections and four of these included comments found in Exhibits E-1 through E-4:

- Portland Permitting and Development Life Safety (Exhibit E-1)
- Portland Permitting and Development Transportation (Exhibit E-2)
- Portland Permitting and Development Water Engineering Review (Exhibit E-3)

- Portland Permitting and Development Site Development (Exhibit E-4)
- Portland Permitting and Development Environmental Services noted:

> PP&D Public Works Development Planning ¿ Environmental Services (BES) has no concerns and does not object to approval of the requested adjustment review. The proposed building and stormwater management plan are currently being reviewed under CO 25-062644. Approval of this application does not alter BES requirements as identified under this building permit.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on 12/31/2026. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

33.805.040 Approval Criteria
Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A through F have been met:

A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified.

Findings: The applicant requests the following four Adjustments to zoning code standards to accommodate a proposed airplane maintenance hangar at PDX airport:

1. Adjustment to Zoning Code Section 33.140.215 /Table 140-2 to reduce the minimum 25-foot building setback of the base zone to 19.70' feet from building face to lot line.
2. Adjustment to Zoning Code Section 33.266.200 / Table 266-6 to reduce the minimum long-term bicycle parking requirements from 43 to 15 spaces.
3. Adjustment to Zoning Code Section 33.140.235 to eliminate the requirement for mechanical equipment located on the ground to be screened from the street for the at-grade Portland Water Bureau (PWB) backflow assembly equipment proposed between the building and the street lot line.
4. Adjustment to Zoning Code Section 33.140.275.C.1 to allow fencing that is taller than 8' high and more than 50% sight-obscuring within the street building setback, including within 10 feet of a street lot line.

Consistency with the purpose of each requirement to be modified is discussed below.

Adjustment #1 – Building setback (33.140.215 / Table 140-2)

The purpose statement for the building setback requirement in the IG2 zone is in 33.140.215.A:

> *The setback standards promote different streetscapes. The EG2 and IG2 zone setbacks promote a spacious style of development. The EG1, IG1, and EX zone setbacks reflect the generally built-up character of these areas. The IH zone requires only a minimal setback to separate uses from the street. The setback standards are also intended to ensure that development will preserve light, air, and privacy for abutting residential zones. In the EG1 and EX zones, the setback requirements along transit streets and in Pedestrian Districts create an environment that is inviting to pedestrians and transit users.*

The subject site is IG2, therefore findings will be made to the portions of the Purpose Statement directed to IG2 zones or all industrial and employment zones.

The Adjustment to reduce the building setback from the street lot line will meet the purpose of the standard. In order to maintain necessary circulation for airport operations and to comply with AOA boundary regulations, options for building placement are very limited. The Adjustment will reduce the street lot line building setback along NE Airtrans Way on the western side of the site while maintaining a

spacious style of development and not impacting light, air, and privacy for any residential areas.

Spacious Style of Development and Preserve Light, Air, and Privacy for Abutting Residential Areas

As noted in the "Site and Vicinity" section, the Portland International Airport is a unique and multi-faceted land use within the city. The new airplane hangar will be located in the "Air Trans Center" which is one of the airport's ten "activity centers". This approximately 122-acre area sits near the Airfield and has direct access via multiple taxiways. Due to this location, the Air Trans Center sector is reserved for direct airside and airport–support facilities.

Development in the Air Trans Center can be characterized as spacious, with buildings far apart and large swaths of open area developed for the maneuvering of airplanes and cargo vehicles. The new hangar building will not be located near any other existing buildings. The street setback requirement in IG2 is 25 feet. The setback reduction request is for 19.70 feet. This means that nearly 79% of the setback will be retained. Given the relatively small (21%) reduction in setback and the location of the new hangar in relation to the pattern of existing structures, a spacious style of development is maintained.

The existing landscaping along the street lot line will remain (or be replaced if damaged) and the landscaped planting strip with mature trees adjacent to the abutting sidewalk will continue to create an attractive appearance softening the site frontage and providing an aesthetic buffer for the new building.

The location of the proposed reduced setback is within the airport's almost 3,000-acre (nearly 5 square mile) site. There are no residential areas abutting the Air Trans Center portion of the airport, and no residential areas nearby in any direction from the proposed hangar. Approval of the Adjustment would have no impact on the availability of light, air, or privacy in any residential areas.

For these reasons, the proposal equally meets this purpose statement.

Adjustment #2 – Long-term bicycle parking (33.266.200 / Table 266-6)

The purpose statement for the bicycle parking requirements is in 33.266.200.A:

> *Bicycle parking is required for most use categories to encourage the use of bicycles by providing secure and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by different uses. Minimum bicycle parking facilities are based on the City's mode split goals, while acknowledging the usage rates for different uses. These regulations will help meet the City's goal that 25 percent of all trips be made by bicycle, while still acknowledging that to meet the citywide goal the bicycle mode split will vary by geographic area.*

The Adjustment to reduce the long-term bicycle parking requirements from 43 spaces to 15 will meet the purpose of the standard. The number of spaces proposed will meet the demand generated by an airplane hangar and will not contribute to less trips by bicycle than would providing the full 43 spaces.

The required minimum number of bicycle parking spaces in Table 266-6 is based on the building's use and its square footage. In this case the building is categorized as an *Aviation and Surface Passenger Terminals* use. This use category includes passenger terminals as well as airplane hangars – two types of buildings that are occupied by radically different numbers of staff members. Because an airplane hangar is extremely large, the high square foot area of the building results in a requirement for a high number of long-term bike parking spaces.

The long-term bicycle parking required exceeds the need for this airplane maintenance hangar. Long-term bicycle parking requirements are related to the square foot area of the building, yet in this case, much of the building will be occupied by fewer people

than is typical for an *Aviation and Surface Passenger Terminals* use. The hangar bay and fan room are large spaces that will only be utilized by a few employees compared to a passenger terminal which is generally occupied by a large number of employees.

Because the hangar bay and fan room are large spaces that will only be utilized by a few employees, it makes sense to exclude much of their square footage from the bicycle parking calculation. The proposed building will be a total of 192,632 SF. If the square footage of the hangar bay (121,149 SF) and the fan room (6,737 SF) are subtracted, it leaves a remaining 64,746 SF. The long-term bicycle parking required for that reduced square footage is 15 spaces. Thus the proposed 15 spaces will be appropriate for the staffing level of the building's use as an airplane hangar.

In addition, PP&D Public Works Development, Transportation Land Use Review staff has reviewed the application for its potential impacts regarding the public Right-of-Way (ROW), traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services. They have no objections to approving the Adjustment requests and have noted:

> *The proposal does not change or modify the existing access and or effect on the surrounding transportation system as a whole. Transportation has no concerns with the Adjustment request.*

For these reasons, the proposal equally meets this purpose statement.

Adjustment #3 – Screening for mechanical equipment located on the ground (33.140.235)

The purpose statement for the screening standard is in 33.266.200.A:

> *The screening standards address specific unsightly features which detract from the appearance of an area.*

The Adjustment to eliminate the requirement for mechanical equipment located on the ground to be screened from the street for the at-grade Portland Water Bureau (PWB) backflow assembly equipment will meet the purpose of the standard.

The Portland Water Bureau (PWB) requires that isolation assemblies (backflow preventers) be located at the property line to prevent illegal connections and to ensure accessibility, inspection and maintenance. Both the placement and the lack of screening are required by PWB rules and utility access and operational requirements.

The applicant notes that backflow preventers are dissimilar from typical mechanical equipment in scale, design and function and does not believe these are true pieces of mechanical equipment that require screening. While city staff have determined that screening standards do apply, the difference in appearance and scale from other mechanical equipment *is* relevant to the Adjustment request because the standard's purpose relates to appearance.

The existing landscaping along the street lot line will remain (or be replaced if damaged) and the landscaped planting strip with mature trees adjacent to the abutting sidewalk will continue to create an attractive appearance softening the site frontage and providing an aesthetic buffer for the backflow preventers.

In addition, the project is located in the "Air Trans Center" portion of the airport which sits near the Airfield and taxiways that is reserved for direct airside and airport–support facilities. It is a location where the appearance of the area is generally of a utilitarian nature, thus the isolation assemblies will not detract from the general area aesthetic. Further, the backflow assembly equipment occupies a really small percentage of the site's lengthy street frontage. All other ground-mounted mechanical equipment on the site will be fully screened in compliance with the F2 standards of Chapter 33.248.

For these reasons, the proposal equally meets this purpose statement.

Adjustment #4 – Fence height and location (33.140.275.C.1)

The purpose statement for the fence location and height standard is in 33.140.275.A:

> *The fence regulations promote the positive benefits of fences without negatively impacting the community or endangering public or vehicle safety. Fences near streets are kept low in order to allow visibility into and out of the site and to ensure visibility for motorists. Fences in any required side or rear setback are limited in height so as to not conflict with the purpose for the setback.*

The Adjustment to allow fencing that is taller than 8' high and more than 50% sight-obscuring within the street building setback will meet the purpose of the standard. The increased fence height is proposed solely to fully screen mechanical equipment, as required by PCC 33.140.235, and is limited to the west side of the site. Were fence height and location on the site's western frontage meeting the standard, the site would be even further out of conformance with the mechanical screening standard. The findings for the screening Adjustment above would not be applicable to this scenario because there would be bigger unscreened mechanical units occupying a much greater percentage of the street frontage than the backflow assembly equipment noted in the screening Adjustment.

The proposed 9' and 10' sight-obscuring wooden fencing within the street building setback will not negatively impact community or endanger public or vehicle safety. The fencing is not located adjacent to a public driveway and, as such, does not interfere with pedestrian or vehicular sightlines. While a nearby driveway includes an AOA-controlled access gate serving permitted vehicles only, the driveway intersects the roadway further west of the proposed fencing location. As a result, the fencing will not obstruct motorist visibility for vehicles turning onto or off of NE Airtrans Way. The proposed fence height and its proximity to the roadway do not create safety concerns or reduce visibility for motorists.

The three relatively short sections of fence will not be a prominent feature of the site. In addition, the existing landscaping along the street lot line will remain (or be replaced if damaged) and the landscaped planting strip with mature trees adjacent to the abutting sidewalk will continue to create an attractive appearance softening the site frontage and providing and aesthetic buffer for the new fencing.

For these reasons, the proposal equally meets this purpose statement.

Summary

Each Adjustment request is found to equally meet the purpose of the standard to be modified. Criterion A is therefore met.

B. If in a residential, CI1, or IR zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, I, or CI2 zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area.

Findings: The site is within an I zone, so the proposal must be shown to be consistent with classification of the adjacent streets and with the desired character of the area.

Consistency with street classifications

The adjacent street, NE Airtrans Way, is classified as a Freight District, a Major Truck Street, a Local Service Traffic Street, a Local Service Walkway, a Local Service Transit Street, a Local Service Bikeway, and an Industrial Road Street Design Classification in the Transportation Element of the Comprehensive Plan.

Freight Districts
Freight Districts are intended to provide safe and convenient truck mobility and access in industrial and employment areas serving high levels of truck traffic and to accommodate the needs of intermodal freight movement. Support locating industrial and employment land uses that rely on multimodal freight movement in Freight Districts.

Major Truck Street

Major Truck Streets are intended to serve as principal routes for trucks in a Transportation District.

Industrial Road Street Design Classification
Industrial Roads are designed to emphasize freight mobility while also accommodating other modes and providing local access.

The requested Adjustments to setback standards, bicycle parking, screening, and fencing will have no effect on providing safe and convenient truck and freight mobility and access. The requested Adjustments are intended to accommodate a use that is industrial in nature and will use NE Airtrans Way accordingly.

Local Service Walkways
Local Service Walkways are intended to serve local circulation needs for pedestrians and provide safe and convenient access to local destinations, including safe routes to schools. Local Service Walkways are usually located in residential, commercial, or industrial area on Local Service Traffic Streets.

Local Service Transit Street
Local Service Transit Streets primarily facilitate movement of smaller transit vehicles, including paratransit and community/jobs connector shuttles. Local Service Transit Streets seldom have regular transit service except for short street segments and do not typically include transit-specific street design elements such as bus stops. Local Service Transit Streets may be used for bus movements to and from a layover facility or bus garage, for turning around at the end of a line, or for temporary reroutes of a fixed-route line.

Local Service Bikeways
Local Service Bikeways are intended to serve local circulation needs for bicyclists and provide access to adjacent properties.

Local Service Traffic Street
Local Service Traffic Streets are intended to distribute local traffic and provide access to local residences or commercial uses.

The requested Adjustments to setback standards, bicycle parking, screening, and fencing will have no effect on distributing local airport traffic or providing safe and convenient access to local destinations. The existing sidewalk corridor along NE Airtrans Way will remain.

PP&D Public Works Development, Transportation Land Use Review staff noted the following:

PP&D Public Works Development, Transportation Land Use Review staff has reviewed the application for its potential impacts regarding the public Right-of-Way (ROW), traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services. The proposal does not change or modify the existing access and or effect on the surrounding transportation system as a whole. Transportation has no concerns with the Adjustment request.

Consistency with the desired character of the area

The proposed hangar with Adjustments to setback standards, bicycle parking, screening, and fencing is consistent with the mix of uses intended in the Industrial Zones and the desired character of the General Industrial zones/IG2 zone.

33.140.010 General Purpose of the Zones – Employment and Industrial Zones

The employment and industrial zones are for areas of the City that are reserved for industrial uses and for areas that have a mix of uses with a strong industrial orientation. The zones reflect the diversity of industrial and business areas in the City. The zones differ in the mix of allowed uses, the allowed intensity of development, and the development standards. The regulations promote areas which consist of uses and developments which will support the economic viability of the specific zoning district and of the City.

The regulations protect the health, safety and welfare of the public, address area character, and address environmental concerns. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed.

33.140.030 Characteristics of the Zones

General Industrial. *The General Industrial zones are two of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zones provide areas where most industrial uses may locate, while other uses are restricted to prevent potential conflicts and to preserve land for industry. The development standards for each zone are intended to allow new development which is similar in character to existing development. The intent is to promote viable and attractive industrial areas.*

General Industrial 2. IG2 areas generally have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street.

The requested Adjustments will accommodate a use that is industrial in nature and appropriate for the almost 3,000-acre (nearly 5 square mile) Portland International Airport context. As noted in the "Site and Vicinity" section, the airport is a unique and multi-faceted land use within the city. The massive site is organized around ten "activity centers". The new airplane hangar will be located in the "Air Trans Center" activity centers. This approximately 122-acre area sits near the Airfield and has direct access via multiple taxiways. Due to this location, the Air Trans Center sector is reserved for direct airside and airport–support facilities.

The new hangar with proposed Adjustments is consistent with development found in the Air Trans Center section of the airport where large aviation and cargo related buildings are located far apart and separated by large swaths of open area developed for the maneuvering of airplanes and cargo vehicles. These existing buildings as well as the proposed building are consistent with the industrial character of the area. The new hangar building will not be located near any other existing buildings, even with the reduction in setback. The proposed setback reduction to the front building setback is modest in relation to the scale of development in the area and consistent with the stated character of the zone. In addition, the requested Adjustments to bicycle parking, screening, and fencing will not impact the desired character of the area.

Criterion B is therefore met.

C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone.

Findings:

As noted above, the General Industrial 2 (IG2) zone implements the Industrial Sanctuary map designation of the Comprehensive Plan by providing areas where industrial uses may locate and is intended to allow new development which is similar in character to existing development. It is intended to promote viable and attractive industrial areas. The proposed Adjustments are consistent with this description. The project will result in a building with a use that is industrial in nature and appropriate for the almost 3,000-acre (nearly 5 square mile) Portland International Airport context. The existing landscaping along the street lot line will remain (or be replaced if damaged) and the landscaped planting strip with mature trees adjacent to the abutting sidewalk will continue to create an attractive appearance softening the site frontage and providing an aesthetic buffer for the new building. The site and greater industrial area will not be adversely impacted by the requested Adjustments. The results will therefore be consistent with the overall purpose of the zone.

Criterion C is therefore met.

D. City-designated scenic resources and historic resources in Historic, Conservation and National Register Districts and within the boundaries of Historic, Conservation and National Register Landmarks are preserved.

Findings: As there are no city-designated scenic resources or historic resources mapped on the subject site, this criterion is not applicable.

E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

Findings: Staff finds no negative impacts specifically resulting from the Adjustment requests that require mitigation. Therefore, staff finds criterion E is not applicable.

F. If in an environmental zone, the proposal has a few significant detrimental environmental impacts on the resource and resource values as is practicable;

Findings: As there are no environmental overlay zones mapped on the site, this criterion is not applicable.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The applicant is proposing an airplane maintenance hangar at Portland International Airport, including Adjustments to building setback, long-term bicycle parking, screening and fence location and height standards. Staff find the Adjustment requests meet each of the applicable Adjustment Review approval criteria. The proposed Adjustments equally meet the intent of the regulations and will be consistent with the classifications of the adjacent streets and the desired character of the area. The applicant has demonstrated that the applicable approval criteria have been met. Because the approval criteria have been met, the proposal should be approved.

ADMINISTRATIVE DECISION

Approval of the following Adjustments to Zoning Code requirements:

- Adjustment to Zoning Code Section 33.140.215 /Table 140-2 to reduce the minimum 25-foot building setback of the base zone to 19.70’ feet from building face to lot line.
- Adjustment to Zoning Code Section 33.266.200 / Table 266-7 to reduce the minimum long-term bicycle parking requirements from 43 to 15 spaces.
- Adjustment to Zoning Code Section 33.140.235 to eliminate the requirement for mechanical equipment located on the ground to be screened from the street for the at-grade Portland Water Bureau (PWB) backflow assembly equipment proposed between the building and the street lot line.
- Adjustment to Zoning Code Section 33.140.275.C.1 to allow fencing that is taller than 8' high and more than 50% sight-obscuring within the street building setback, including within 10 feet of a street lot line.

Approval is per the approved site plans, Exhibits C-1 through C-29, signed and dated 2/5/2026, subject to the following conditions:

A. A finalized [zoning or building] permit must be obtained to document the approved project. As part of the application submittal, the following development-related conditions (B) must

be noted on each of the site plans or included as a separate sheet. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 25-094494 AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. No field changes allowed.

Staff Planner: Tanya Paglia

Decision rendered by: _____ **on 2/5/2026.**
By authority of the Director of Portland Permitting & Development

Decision mailed: 2/11/2026.

PROCEDURAL INFORMATION

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. This application was submitted on November 18, 2025. The application was determined to be complete on December 26, 2025.

ORS 227.178 states the City must issue a final decision on land use review applications within 120 days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: 4/25/2026.**

Some of the information contained in this report was provided by the applicant. As required by Zoning Code Section 33.800.060, the burden of proof is on the applicant to show that the approval criteria are met. Portland Permitting & Development has independently reviewed the information submitted by the applicant and has included this information only where Portland Permitting & Development has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of Portland Permitting & Development with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Hearings Officer, and if appealed a hearing will be held. Information on filing the appeal and the appeal form are available from Portland Permitting & Development website: https://www.portland.gov/ppd/zoning-land-use/land-use-review-fees-and-types/land-use-review-appeals. Appeals must be received **by 4:30 PM on 2/25/2026**. **The completed appeal application form must be emailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of this decision.** If you do not have access to email, please telephone the planner listed on the front page of this notice about submitting the appeal application. **An appeal fee of $250 will be charged**. Once the completed appeal form is received, Portland Permitting & Development staff will contact you regarding paying the appeal

fee. The appeal fee will be refunded if the appellant prevails. There is no fee for Office of Community and Civic Life recognized organizations for the appeal of Type II and IIx decisions on property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Please contact the planner listed on the front page of this decision for assistance in filing the appeal and information on fee waivers. Please see the appeal form for additional information.

If you are interested in viewing information in this file, please contact the planner listed on the front of this notice. The planner can email you documents from the file. A fee would be required for all requests for paper copies of file documents.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Hearings Officer on an appeal would be the final decision of the City. Any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Hearings Officer an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.
If this land use review is approved the final decision will be recorded with the County Recorder. *Unless appealed,* the final decision will be recorded by Portland Permitting & Development.

Expiration of this approval. Generally, land use approvals (except Comprehensive Plan and Zoning Map Amendments) expire five years from the date of the final decision unless one of the actions below has occurred (see Zoning Code Section 33.730.130 for specific expiration rules):

- A City permit has been issued for the approved development,
- The approved activity has begun (for situations not requiring a permit), or

In situations involving only the creation of lots, the final plat must be submitted within three years.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within seven years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Applying for permits. This land use decision is **not a permit** for development. A building permit or development permit may be required before carrying out an approved project. See https://www.portland.gov/ppd/permit-review-process/apply-permits. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

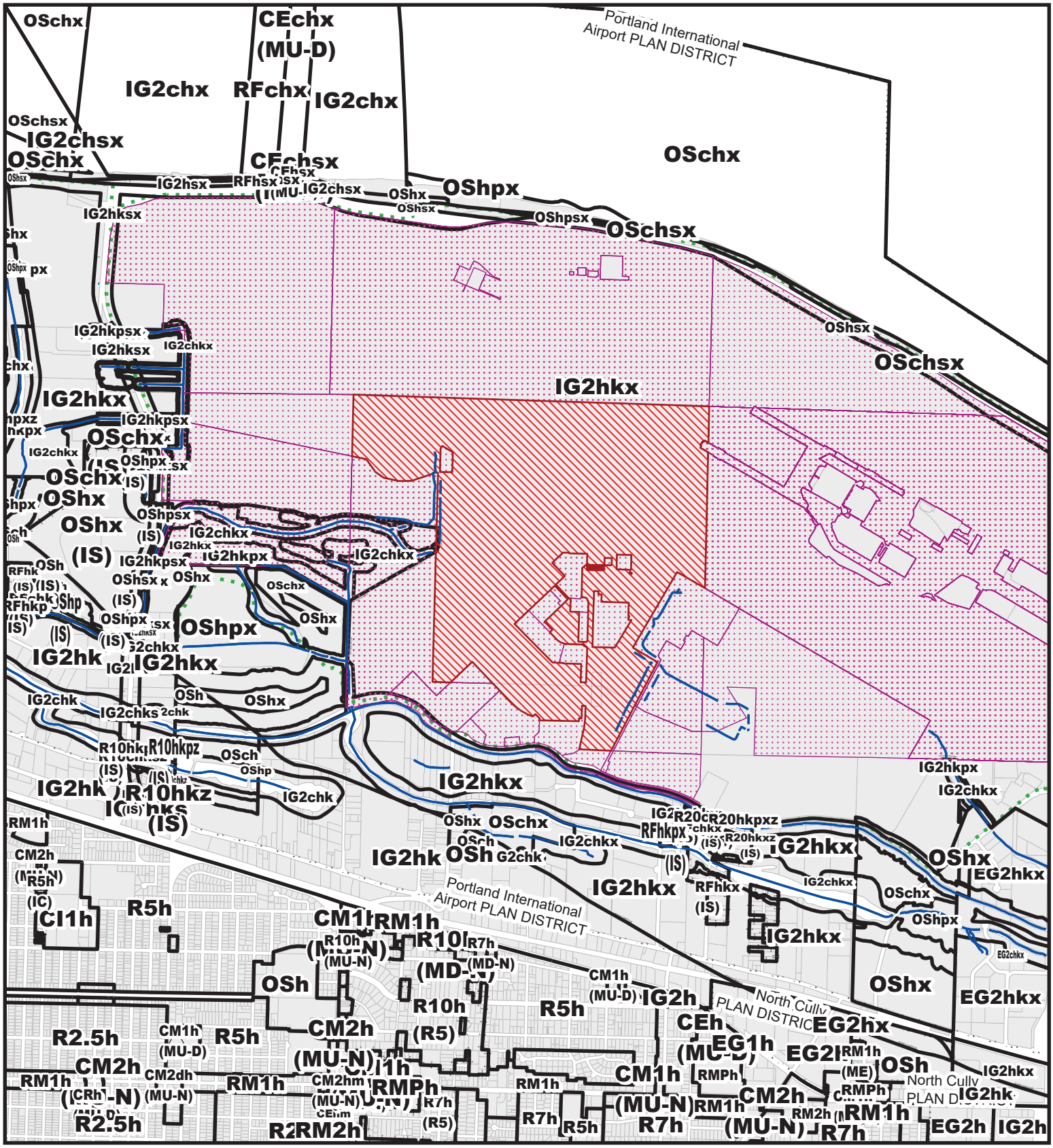
EXHIBITS (not attached unless indicated)

A. Applicant's Submittal
   1. Applicant's Project Narrative and Response to Approval Criteria
   2. Original Plan Set – NOT APPROVED/reference only
   3. Updated Project Narrative and Response to Approval Criteria
   4. Updated Plan Set – NOT APPROVED/reference only
   5. Second Updated Project Narrative and Response to Approval Criteria

B. Zoning Map (attached)
C. Plans/Drawings:
   1. Setback Adjustment Site Plan (attached)
   2. Bicycle Parking Adjustment Site Plan
   3. Bicycle Parking Adjustment Ground Floor Plan
   4. Bicycle Parking Adjustment Bike Rack Plan
   5. Bicycle Parking Adjustment Cut Sheets
   6. Bicycle Parking Adjustment Cut Sheets
   7. Screening and Fencing Adjustments Site Plan (attached)
   8. East and West Elevations (attached)
   9. North and South West Elevations
   10. Overall Landscape Plan
   11. Landscape Plan South
   12. Landscape Plan North
   13. Landscape Details
   14. Irrigation Plan
   15. Irrigation Details and Notes
   16. Irrigation Details
   17. Stormwater Plan South
   18. Stormwater Plan North
   19. Stormwater Details
   20. Stormwater Details
   21. Stormwater Details
   22. Water and Sanitary Plan South
   23. Water and Sanitary Plan North
   24. Water Details
   25. Water Details
   26. Deicing Plan
   27. Deicing Details
   28. Dry Utility Plan South
   29. Dry Utility Plan North
D. Notification information:
   1. Mailing list
   2. Mailed notice
E. Agency Responses:
   1. Portland Permitting and Development Life Safety
   2. Portland Permitting and Development Transportation
   3. Portland Permitting and Development Water Engineering Review
   4. Portland Permitting and Development Site Development
F. Correspondence: None received
G. Other:
   1. Original LU Application
   2. Incomplete Letter

The City of Portland ensures meaningful access to City programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. Request these services online or call 503-823-4000, Relay Service: 711.

503-823-4000 Traducción e Interpretación | Biên Dịch và Thông Dịch | 口笔译服务 | Устный и письменный перевод | Turjumaad iyo Fasiraad | Письмовий і усний переклад | Traducere şi interpretariat | Chiaku me Awewen Kapas | अनुवादन तथा व्याख्या



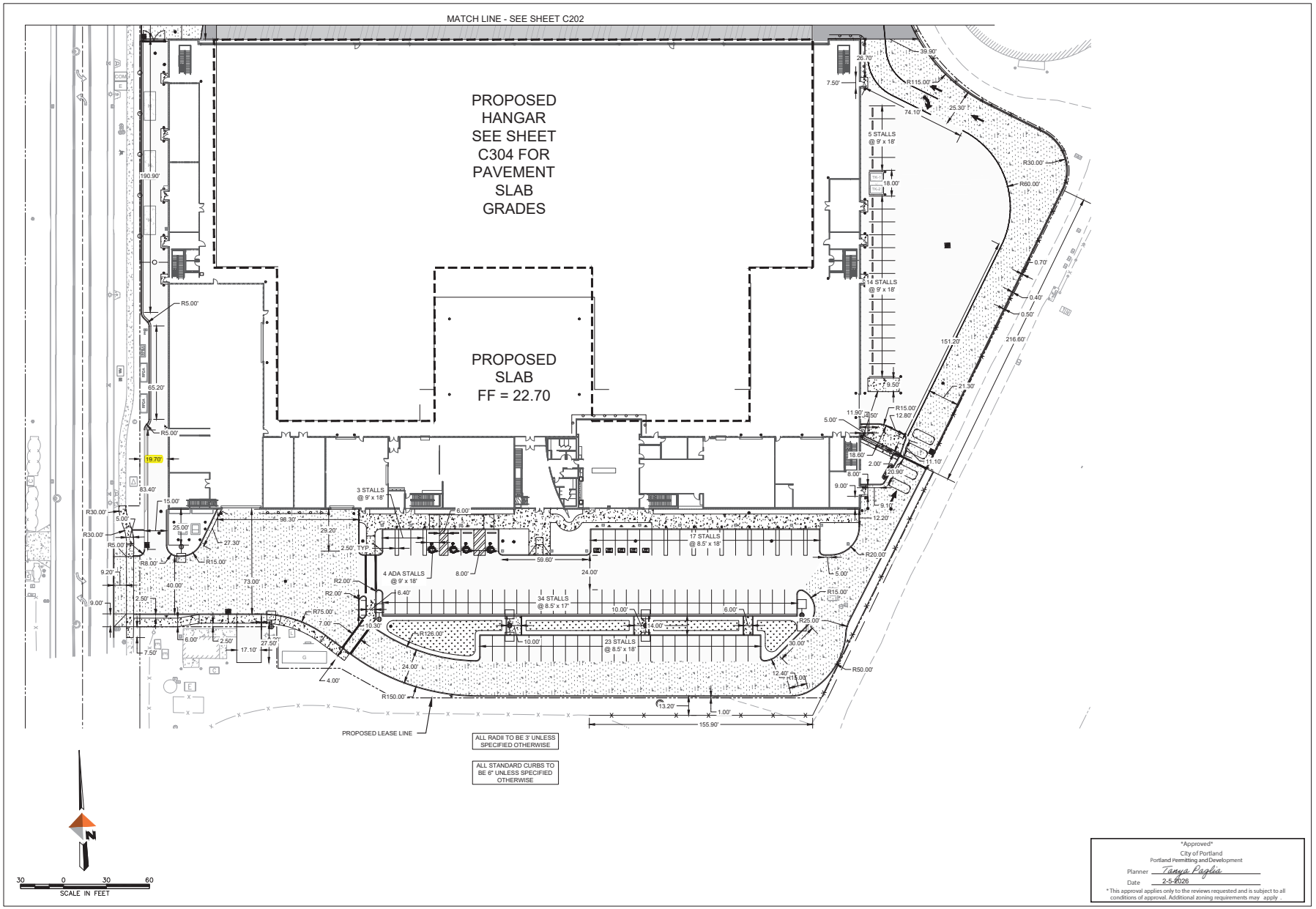
For Zoning Code in Effect Post June 1, 2025

ZONING

PORTLAND INTERNATIONAL AIRPORT
PLAN DISTRICT
AIRPORT SUBDISTRICT

- Site
- Also Owned Parcels
- Plan District
- Historic Landmark
- Stream
- Recreational Trails

File No.	LU 25 - 094494 AD
1/4 Section	MULTIPLE
Scale	1 inch =2,000 feet
State ID	1N2E07 904
Exhibit	B Nov 19, 2025


MATCH LINE - SEE SHEET C202
PROPOSED HANGAR SEE SHEET C304 FOR PAVEMENT SLAB GRADES
PROPOSED SLAB FF = 22.70
PROPOSED LEASE LINE
ALL RADII TO BE 3' UNLESS SPECIFIED OTHERWISE
ALL STANDARD CURBS TO BE 6" UNLESS SPECIFIED OTHERWISE
SCALE IN FEET
30 0 30 60

Approved
City of Portland
Portland Permitting and Development
Planner Tanya Paglia
Date 2-5-2026
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

DOWL

REGISTERED PROFESSIONAL ENGINEER
61270PE
OREGON
JULY 15, 2025
ROBERT JAMES AGAR
EXPIRES: 12/31/2026

ALASKA AIRLINES

PDX AIRCRAFT MAINTENANCE HANGAR

Portland International Airport
0000 NE Airtrans Way
Portland, OR 97218

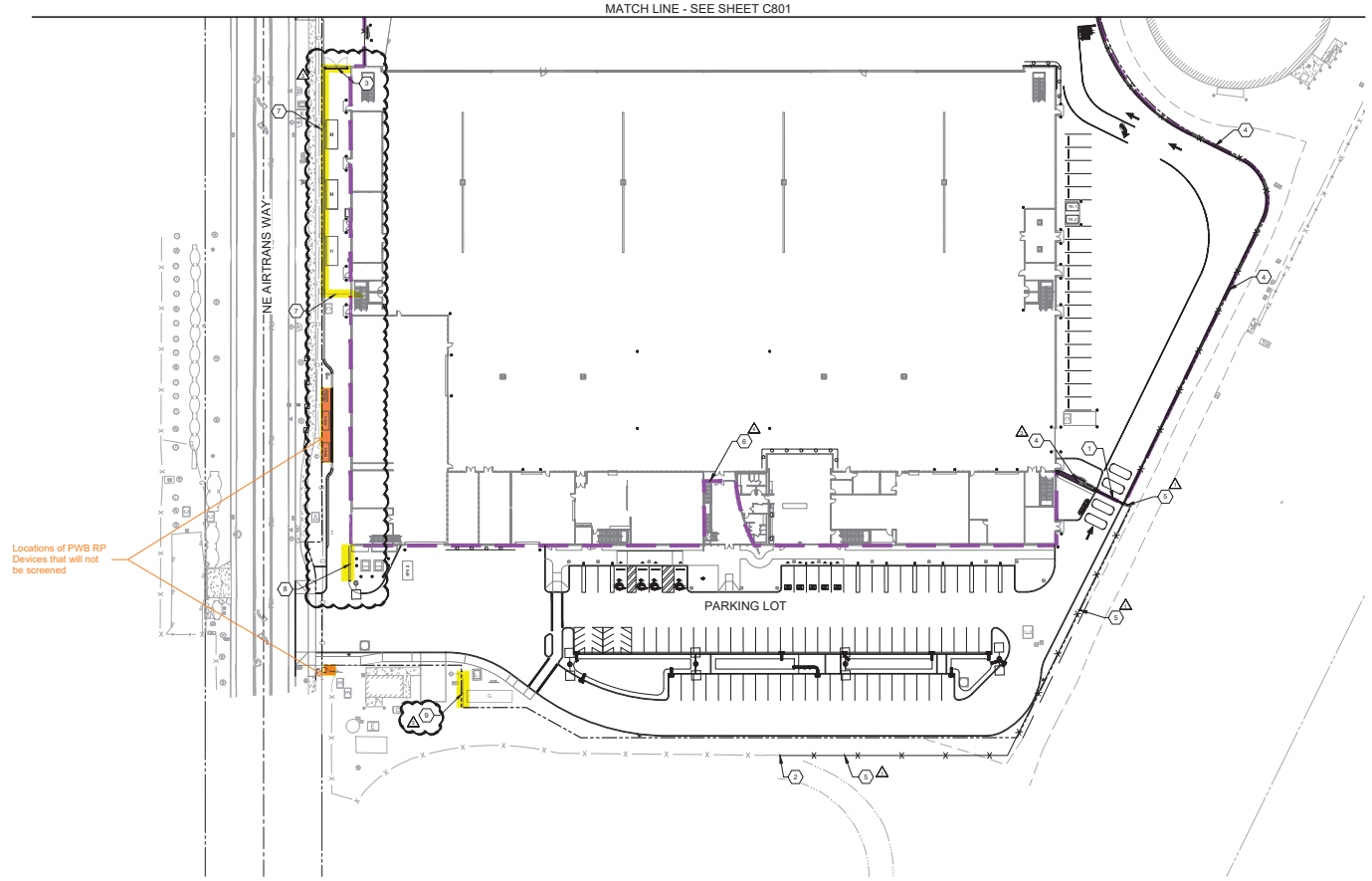
PERMIT SET

JOB NO.	O2024001
DATE:	7.30.2025
PROJ. MGR.:	
DRAWN BY:	CG, RT
REVIEWED BY:	DM, RL
REVISIONS:	

DIMENSION PLAN SOUTH

SHEET NO.
C205

\\dowl.com\Projects\215216-02\66CAD\Civil\CD\SC-CS-DIM-15216.dwg PLOT DATE 2025-11-17 13:10 SAVED DATE 2025-07-30 15:23 USER: cgullaume



FENCING KEY NOTES

1. INSTALL 20' CANTILEVER SLIDING GATE PER GATE SITE PLAN ON SHEET C810.
2. CONNECT TO EXISTING FENCE.
3. INSTALL 15' WOODEN DOUBLE SWING, DETAILS TO BE INCLUDED IN DEFERRED SUBMITTAL.
4. INSTALL 7' CHAIN LINK FENCE PER DETAILS SHEET C811.
5. INSTALL 7' CHAIN LINK FENCE PER DETAILS SHEET C811. OMIT BARBED WIRE AND EXTENSION BRACKET.
6. PROPOSED AIR OPERATIONS AREA (AOA) SECURITY AREA - SEE PURPLE LINE THIS SHEET.
7. INSTALL 9' WOODEN FENCE, 100% OBSCURING, DETAILS TO BE INCLUDED IN DEFERRED SUBMITTAL.
8. INSTALL 8' WOODEN FENCE, 100% OBSCURING, DETAILS TO BE INCLUDED IN DEFERRED SUBMITTAL.
9. INSTALL 10' WOODEN FENCE, 100% OBSCURING, DETAILS TO BE INCLUDED IN DEFERRED SUBMITTAL.

40 0 40 80
SCALE IN FEET

Approved
City of Portland
Portland Permitting and Development
Planner Tanya Paglia
Date 2-5-2026
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

DOWL

REGISTERED PROFESSIONAL ENGINEER
105782PE
OREGON
NICHOLAS FREDRICK BLECH
RENEWS: DEC. 31, 2025

ALASKA AIRLINES

PDX AIRCRAFT MAINTENANCE HANGAR

Portland International Airport
0000 NE Airtrans Way
Portland, OR 97218

PERMIT SET

JOB NO.	O2024001
DATE:	12.08.2025
PROJ. MGR.:	
DRAWN BY:	CG, RT
REVIEWED BY:	DM, RL

REVISIONS:

1.	PORT REVIEW COMMENTS	9.14.25
3.	CITY REVIEW COMMENTS	12.08.25
4.	PORT REVIEW COMMENTS	12.08.25

FENCING PLAN SOUTH

SHEET NO.
C800

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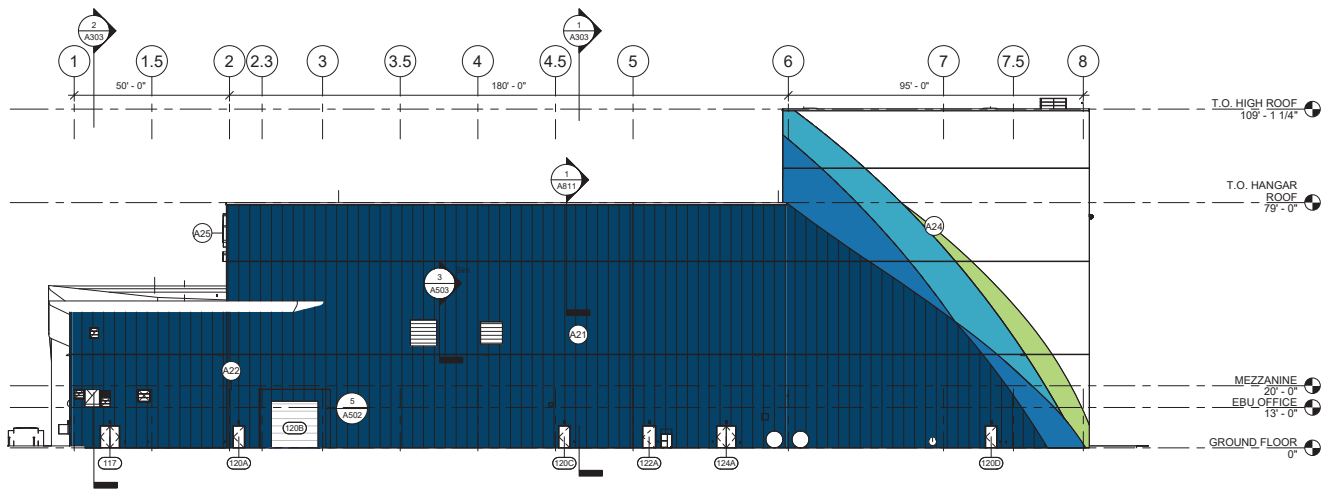
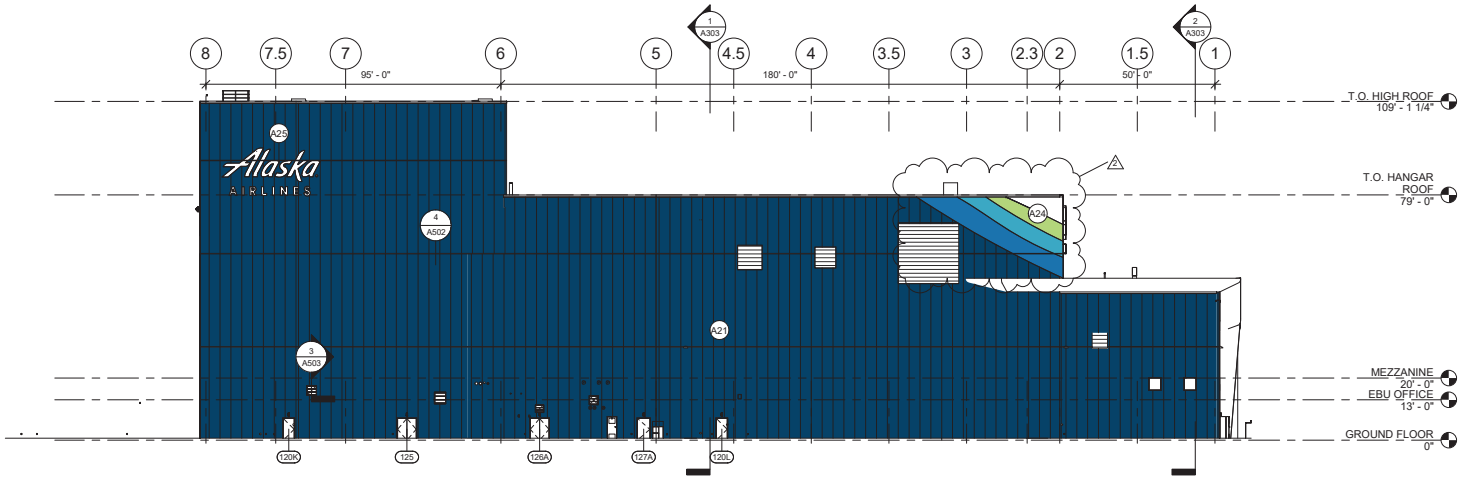


1 A201 ELEVATION - EAST

1" = 20'-0"

0' 5' 10' 20' 40'
22X34 SHEET 1" = 20'-0"
11X17 SHEET 1" = 40'-0"



2 A201 ELEVATION - WEST

1" = 20'-0"

0' 5' 10' 20' 40'
22X34 SHEET 1" = 20'-0"
11X17 SHEET 1" = 40'-0"

KEY NOTES

A21	INSULATED METAL WALL PANELS. MAXIMIZE PANEL LENGTH WHERE POSSIBLE. CONTRACTOR TO PROVIDE HORIZONTAL JOINT LOCATIONS WITH METAL PANEL SUBMITTAL.
A22	PROVIDE PANEL JOINTS 4'-0" FROM PERIMETER OF OVERHEAD DOOR OPENING FOR PANEL REMOVAL AND REPLACEMENT.
A24	PAINTED 'ALASKA AIRLINE AURA' GRAPHIC
A25	SIGNAGE - PROVIDE POWER AND SOLID SHEET STEEL BACKING. SEE SIGNAGE TYPES FOR DIMENSIONS. REFER TO ELECTRICAL FOR ADDITIONAL INFORMATION.

Approved
City of Portland
Portland Permitting and Development
Planner Tanya Paglia
Date 2-5-2026
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

MCG EXPLORE DESIGN
421 West 1st Avenue, Suite 300
Anchorage, Alaska 99501
907.568.8484 | F 907.568.4572
exploredesign.com

REGISTERED ARCHITECT
JASON A. GAMACHE
OREGON
#11426
STATE OF OREGON
EXPIRES 12/31/25

ALASKA AIRLINES

PDX AIRCRAFT MAINTENANCE HANGAR

Portland International Airport
0000 NE Airtrans Way
Portland, OR 97218

PERMIT SET

JOB NO.	O2024001
DATE:	12.08.25
PROJ. MGR.:	JAG
DRAWN BY:	BDN
REVIEWED BY:	MVG

REVISIONS:
2 Design Coordination

EXTERIOR ELEVATIONS

SHEET NO.
A201